



May 2016



RECONNAISSANCE-LEVEL SURVEY OF CLARK COUNTY, SOUTH DAKOTA

South Dakota State Historical Society
Contract # 2015C-469
Project # SD-15-028

Prepared by:
Lindsey Allen, Senior Architectural Historian
Johnson, Mirmiran & Thompson

Prepared for:
South Dakota State Historical Society

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Pierre, South Dakota 57501

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ABSTRACT

The Reconnaissance-Level Architectural Survey of Clark County, South Dakota was conducted by Johnson, Mirmiran & Thompson (JMT). The purpose of the project is provide a comprehensive record of properties that are potentially eligible for the National Register of Historic Places and to update the record of those properties previously surveyed in Clark County. Survey forms and a copy of this report will be on file at the State Historical Society of South Dakota. The survey and report were conducted and prepared in accordance with the *South Dakota Historic Resource Survey Manual*, 2006 revised edition.

The survey was conducted under the direction of Lindsey Allen, Senior Architectural Historian. Fieldwork was conducted by Ms. Allen and Christine Leggio, with contract oversight by Mary Alfson Tinsman. Ms. Allen, Ms. Leggio, and Ms. Alfson Tinsman are all qualified as Architectural Historians under the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). Fieldwork occurred between August 28 and September 4, 2015. The survey encompassed the whole of Clark County.

Eighteen resources in Clark County had been listed in, or previously determined eligible for listing in the National Register. Eight of these resources were surveyed within the last five years and were not reevaluated during this survey. Of the remaining ten resources, two are recommended no longer eligible for the National Register and the rest continue to be eligible for the National Register. The reconnaissance survey also documented 24 properties that are newly recommended potentially eligible for the National Register.

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INTRODUCTION

This report documents the results of a reconnaissance-level survey of Clark County, South Dakota, conducted by Johnson, Mirmiran & Thompson for the South Dakota State Historic Preservation Office (SD SHPO) of the South Dakota State Historical Society (SDSHS). The purpose of the project is provide a comprehensive record of properties that are potentially eligible for the National Register of Historic Places and to update the record of those properties previously surveyed in Clark County. Survey forms and a copy of this report will be on file at the State Historical Society of South Dakota.

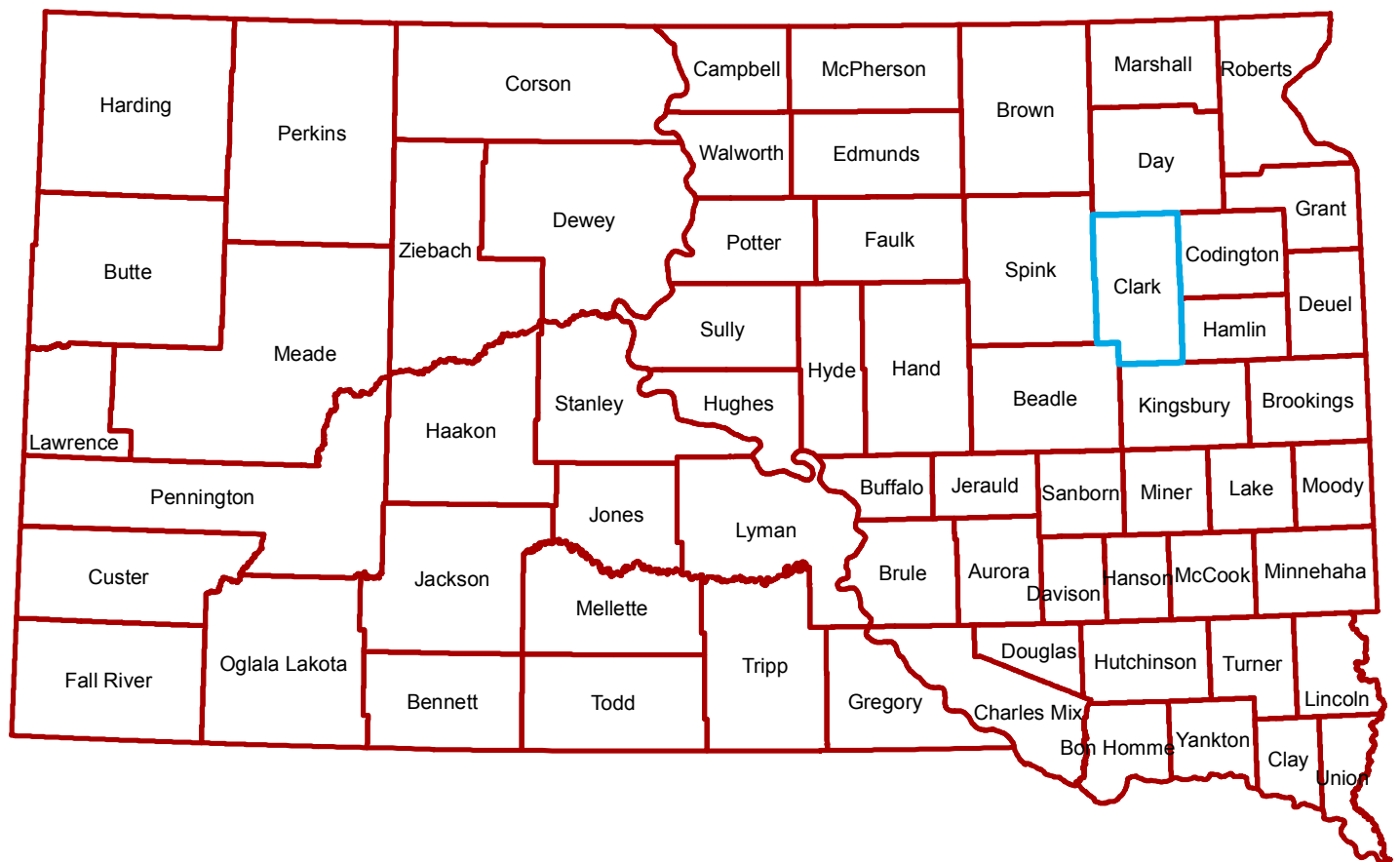
Clark County is a rural, agricultural county situated in eastern South Dakota. The county encompasses approximately 968 square miles and consists of 27 townships with two cities and five towns. The cities include Clark (county seat) and Willow Lake, and the towns include Bradley, Garden City, Naples, Raymond, and Vienna. There is one census-designated place, Crocker, and two unincorporated communities, Carpenter and Elrod. According to the 2010 Census, the county had a population of approximately 3,690 people, of which about 1,140 live in the City of Clark (United States Census Bureau 2010, 2015).

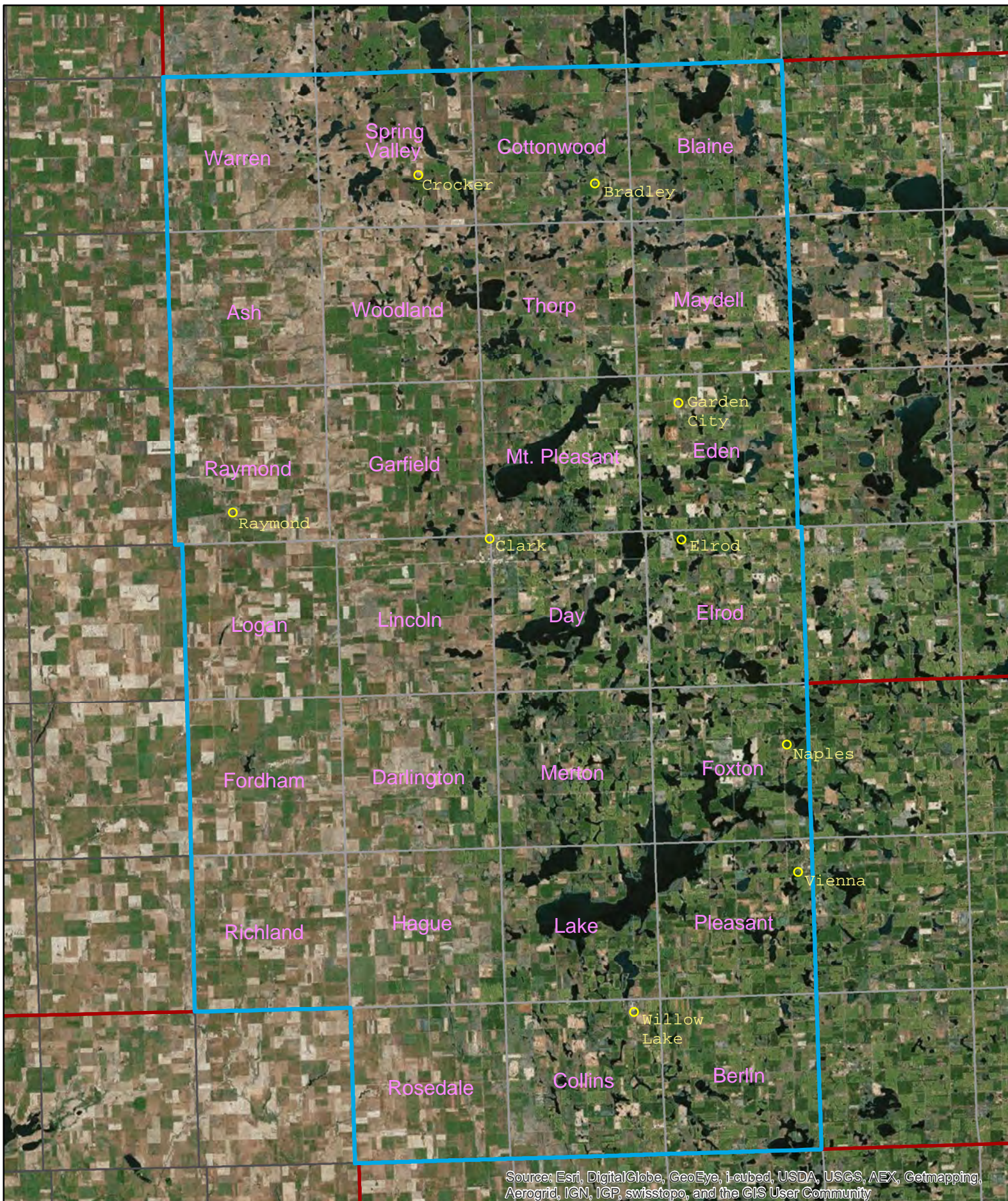
The reconnaissance-level survey, which covered all properties visible from the public road within the county, was conducted by Lindsey Allen and Christine Leggio, both architectural historians at Johnson, Mirmiran & Thompson. Fieldwork occurred between August 28 and September 4, 2015. Ms. Allen completed the archival research, data entry and analysis, and report preparation. The survey and report were conducted and prepared in accordance with the *South Dakota Historic Resource Survey Manual* (Rogers, et. al. 2006).

PROJECT SETTING

Clark County is a rural, agricultural area in eastern South Dakota (Figure 1). The majority of the county is located within the Coteau de Prairies division of the Central Lowlands physiographic region—described as a highland grassland area between the adjacent lowlands of the Minnesota-Red River and the James River (Malo 1997). The land in Clark County is characterized by gently rolling hills and numerous creeks, ponds, and lakes, especially in the eastern half of the county (Figure 2). The majority of the area is sparsely developed, with low population density. Not including the City of Clark, the county in 2010 had a population density of approximately 2.64 persons and 1.3 housing units per square mile. The City of Clark, the largest in the county, is about 1.28 square miles and had a 2010 population of about 1,140 living in approximately 550 housing units (United States Census Bureau 2010, 2015).

The majority of the land is privately owned agricultural farmland, which has been and continues to be the primary land use in the County.





Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Reconnaissance-Level
Architectural Survey
Clark County, South Dakota

**Figure 2:
Project Location
Map**

Clark County	



SURVEY METHODOLOGY

SURVEYORS AND SURVEY DATES

The Clark County reconnaissance survey was conducted by Lindsey Allen and Christine Leggio, with contract oversight by Mary Alfson Tinsman. Ms. Allen, Ms. Leggio, and Ms. Alfson Tinsman are all qualified as Architectural Historians under the Secretary of the Interior's Professional Qualifications Standards (36 CFR 61). Fieldwork occurred between August 28 and September 4, 2015.

SURVEY OBJECTIVES

The reconnaissance survey for Clark County was undertaken to accomplish three primary objectives. First, the survey updated all records for properties surveyed more than five years ago to ensure accuracy (including location data) and note any changes since the previous survey. Second, following the guidelines established in the *South Dakota Historic Resources Survey Manual*, each structure, bridge, and cemetery that appears to be eligible for the National Register of Historic Places that had not been previously surveyed was recorded on a new South Dakota Historic Sites Structures Form. Third, recommendations for additional research were developed.

SOURCES

Background research for the reconnaissance survey of Clark County began with an assessment of existing survey data. Information on previously surveyed or documented resources was downloaded from the SHPO Cultural Resource Geographic Research Information Display (CRGRID). Those with surveys older than five years were noted and would be resurveyed in the field. This included any building, structure, and cemetery previously documented in Clark County. Copies of building survey reports for nearby counties were obtained for reference from the SHPO. Archival research at the South Dakota State Historical Society was conducted and the sources found included historic maps and atlases (including USGS topographic maps and the 1929 Standard Atlas of Clark County), broad architectural surveys of South Dakota, and town and county centennial history publications. Historic contexts on file with the SHPO were also reviewed for applicability.

RESEARCH DESIGN

The reconnaissance survey of Clark County was a two-part survey. First, all resources with a survey date older than five years would be revisited. The existing information would be updated to ensure accuracy (including location data) and any new information would be added to reflect changes or alterations from the previous survey. Second, resources older than 40 years that appear eligible for the National Register would be documented and uploaded to the online SHPO database.

To identify those properties that would be newly surveyed, JMT referred to the 1973 editions of the USGS topographic maps covering Clark County. All properties identified on the maps and found in the field would

be at least 42 years old at the time of the survey. Each map was printed and all properties on the maps were highlighted and visited in the field. Every publicly accessible road in Clark County was traversed.

Properties that retained integrity were evaluated using the National Register Criteria Bulletin, “How to Apply the National Register Criteria for Evaluation” (National Park Service 1997). If the property met the eligibility requirements and could be considered potentially eligible for the National Register, it was documented on a South Dakota SHPO Historic Sites Survey Structure Form. The surveyor noted location information and building characteristics, drew a site plan, and photographed all buildings associated with the property.

All potentially eligible properties surveyed in the field were reviewed collectively before the inventory list was submitted to the SHPO for review and comment.

SURVEY RESULTS

Eighteen resources in Clark County had been listed in, or previously determined eligible for listing in the National Register. Eight of these resources were surveyed within the last five years and were not reevaluated during this survey. Of the remaining ten resources, two are recommended no longer eligible for the National Register and the rest continue to be eligible for the National Register. The reconnaissance survey also documented 24 properties that are recommended eligible for the National Register.

RELEVANT BACKGROUND INFORMATION

INTRODUCTION

The area that would come to comprise Clark County was initially part of the Dakota Territory, a vast area in the northern Plains that was part of the land acquired in the Louisiana Purchase in 1803. At the persistence of Dakota residents in 1859 and 1861, Congress officially incorporated the Dakota Territory with the signing of the Organic Act on March 2, 1861. The first Dakota Territorial Legislature in 1862 delineated 18 counties to cover the large area. Numerous boundary changes and county subdivisions occurred throughout the following two decades, as smaller and more manageable-sized counties and municipalities were established. Clark County was eventually mapped in 1872-73 (the first Clark County government did not organize until 1881). The same western and southern boundaries remain today as were initially mapped, except for a single township in the southwest corner that was conveyed to Beadle County in 1873. In 1877, land from the eastern edge of Clark County was given to Codington and Hamilton counties and in 1885, a strip from the northern boundary was given to Day County. Since 1885, Clark County has retained the same boundaries (“Centennial History”).

EARLY SETTLEMENT

Early European exploration of the northern Plains began as early as the first half of the eighteenth century, but Euro-American settlement did not gain momentum until the mid- to late nineteenth century. Settlement

was specifically catalyzed by the arrival of the railroads and the passage of the Homestead Act of 1862. As described in the *Homesteading and Agricultural Development Context* on file at the SD SHPO,

The Homestead Act of 1862 was the embodiment of the Republican ideal of an agricultural society founded upon small land holdings. Land was made available to any head of family or person over 21, who was a citizen of the U.S. or had filed a declaration to become one. Quarter sections of land were distributed free provided the property was lived and worked on for a period of five years. There was also an option to purchase the land after six months of residency for \$1.25 an acre. Originally, the Homestead Act applied only to surveyed land but in 1880 it was expanded to include unsurveyed land. (Brooks and Jacon 1994:12)

Several subsequent federal acts encouraged additional settlement throughout the western United States. Most of these acts were meant to entice settlers to the more arid regions of the west, where land was more difficult to develop. In most of these laws, the settler could acquire a specific size tract of land for a reduced fee if he met particular requirements within a certain amount of time. In South Dakota, these laws included the Timber Culture Act of 1873, the Desert Land Act of 1877, the Timber and Stone Act of 1878, the Enlarged Homestead Act of 1909, the Stock Raising Homestead Act of 1914, and the Taylor Grazing Act of 1934 (Brooks and Jacon 1994:11-14). Even without specific deed and land patent research to know which Act was used for which settlement, the results of these federal law requirements can still be seen on the Clark County landscape. The acts typically granted land in 160-acre, 320-acre, and 640-acre tracts. This equates to one-quarter, one-half, and one square mile tracts of land which had been surveyed as a result of the Land Ordinance of 1785. The vast majority of Clark County is still sparsely developed with only one farm per quarter, half, or square mile.

The area was still relatively slow to develop in the decade following the Homestead Act. Much of the land in the Dakotas was still inhabited by Native American tribes and conflict over ownership prevented the government from securing land to divest through these federal acts. Other more desirable agricultural land was still available for homesteading elsewhere in the west and, though land had been acquired by railroad companies, they had yet to extend lines into South Dakota (Brooks and Jacon 1994:14). A mini-boom occurred between 1868 and 1873, after the Civil War and the Sioux Uprising concluded. Growth in the southeast corner of South Dakota spurred with the arrival of the Sioux City and Pacific Railroad in 1868 and interest in developing farther north grew. Major federal land grants were transferred to railroad companies but growth remained slow and ultimately halted during the Panic of 1873 (Hufstetler and Bedeau 2007:8-9).

RAILROAD INDUSTRY AND THE GREAT DAKOTA BOOM

The Great Dakota Boom describes a brief period of time between 1878 and 1887 when an immense amount of land in the Dakota Territory was claimed and settled. The 1870s Gold Rush in the Black Hills of western South Dakota spurred major interest in settlement and expansion and The Panic of 1873 displaced many easterners. Thousands descended into the Dakotas from eastern states, Canada, and Europe. Though the Homestead Act and subsequent federal incentives helped make it possible to own property, much of this boom can be attributed to the growth of the railroad industry. The railroads made it possible to travel

throughout and ship mining and agricultural products from the newly settled land. Described in *South Dakota's Railroads: An Historic Context*,

The railroad was by far the most important component of [the] transportation matrix. Since the construction of the state's first railway lines in the 1870s, South Dakota's railroads have played a predominant role in the economic and social history of the state. In most regions of South Dakota, the construction of a railroad was the signal for Euro-American settlement to begin, and the routing of a railway line directly correlated with local settlement patterns. Often, the railway companies influenced the settlement process still further by actively recruiting homesteaders to South Dakota, and by platting townsites to serve as community centers for the new arrivals. (Hufstetler and Bedeau 2007:4)

In the eastern half of the state, where the land was fertile and heavily utilized for agricultural purposes, a "web-like network of railroad branch lines" was constructed (Hufstetler and Bedeau 2007:5). The network was extensive and helped to serve the numerous dispersed small farms that had come to occupy nearly all available land the entire eastern half of the state. The railroads carried both passengers as well as goods.

The impact of the railroad during this boom is easily evident in the population boom of the area. "In 1870 the southern half of the Territory had 11,776 residents. By 1880, only two years into the boom, that number stood at 98,268 while five years later the population had mushroomed to 263,411. During the same period railroad mileage went from zero to 2,456.1 miles. The number of platted towns rose from 6 to 213" (Hufstetler and Bedeau 2007:12). The railroad companies hired immigration agents and dispersed advertisements and literature throughout the county, recruiting settlers to the towns along their railways. About half of the towns platted during this boom were done so by the railroad companies themselves, while many others were platted by individuals who were associated with railroad companies. The companies and associated individuals purchased large swaths of land for little money, announced that a new railroad line would be coming through the area, and sell parcels of land for a bit profit. This development pattern was no different in Clark County (13).

According to Hufstetler and Bedeau, railroad companies often used standardized town plans to lay out new development along the railroads. The Chicago, St. Paul and Milwaukee Railroad (the Milwaukee) favored a plan known as the "T" town, where the town was platted on only one side of the tracks. The commercial "Main Street" ran perpendicular to the tracks and terminated at the depot, thus creating the "T" after which the plan was named. The Chicago and North Western Railroad (the North Western) also favored a perpendicular Main Street, but the company platted on both sides of the tracks. The North Western numbered the streets parallel to the tracks and named perpendicular streets after states. The Milwaukee either numbered perpendicular avenues or named them after railroad officials and stockholders. Town names were also up to the railroad company. The officials in charge of laying out the towns would name them after the locations from which they came or for important stakeholders or investors (14).

Clark County Develops

Prior to the arrival of the railroads, Clark County was mapped but sparsely developed. The county had been established by 1873 and in 1879, businessmen from Watertown traveled to the center of Clark County and

established Clark Center. The County organized its first government in 1881 but the real growth began with the arrival of the Chicago and North Western Railroad and the Chicago, Milwaukee, St. Paul Railroad the following two years. Within six years, there were three railroad lines and seven new towns, nearly all of which were planned by the railroads. The population of Clark County grew from only 111 people in the 1880 census to 6,728 in 1890, a growth of 5,801 percent (Historical Census Browser). Railroads connected the county to the larger cities of Watertown, Aberdeen, Huron, and Mitchell and the area rapidly grew. The railroads to arrive during this boom included:

- The Chicago and North Western Railroad (the North Western) ran east-west through the middle of the county, connecting Raymond, Clark, and Elrod. Construction between Watertown and Clark began in 1881 and between Clark and Redfield in 1882.
- The Chicago, Milwaukee, St. Paul Railroad (the Milwaukee) ran north-south, connecting Bradley, Garden City, Elrod, Naples, and Vienna. Construction through Clark County began in 1881.
- The Great Northern Railroad ran northeast-southwest, connecting Vienna and Willow Lake. Construction through Clark County began in 1888. (Brock & Company 1929; Hufstetler and Bedeau 2007:71-75)

An analysis of the 1926 Standard Atlas of Clark County shows that the towns of Clark County developed just as described by Hufstetler and Bedeau in *South Dakota's Railroads: An Historic Context*. The City of Clark was initially settled prior to the arrival of the North Western, but it was the construction of the railroad in 1882 that spurred major development and mapped out the town. Like other cities and towns built by the North Western, both sides of the railroad tracks were platted, the streets parallel to the tracks were numbered, and the perpendicular streets were named after states. Clark was officially incorporated as a town in 1886 and as a city in 1904. The towns of Raymond and Elrod were also located along the North Western; however, Elrod followed the Milwaukee plan rather than a North Western plan. Similarly, Raymond did not exhibit the characteristics typical of a North Western railroad town (Brock & Company 1929). The town of Elrod is generally believed to have been named for Samuel H. Elrod, a disbursing agent for the Sisseton Indians and later, Governor of South Dakota from 1905 to 1907. According to a history of the township, others believe the town was named for Samuel's brother, Charles or his uncle, W.S. Elrod. The town's original name, Ida, was dropped for Elrod in 1884 ("Centennial History" 1981:171).

The Milwaukee traversed the entire eastern side of Clark County. From north to south, the railroad built out the towns of Bradley, Garden City, Elrod, and Naples. It also traveled through Vienna, but based on the orientation and characteristics of that town, Vienna appears to have been more fully developed by the Great Northern Railroad rather than the Milwaukee. Bradley, Garden City, Elrod, and Naples all exhibit the same characteristics of the Milwaukee "T"-town. They are platted on only on side of the railroad tracks with Main Street terminating near the railroad depot. Perpendicular streets are numbered while parallel streets appear to be named after officials. Interesting to note is that the street running parallel and adjacent to the railroad right-of-way was named Railway Street in each town. Elrod differed slightly—its numbered streets ran parallel to the Milwaukee and there was no Railway Street (Brock & Company 1929).

The Great Northern (which at the time was known as the St. Paul, Minneapolis and Manitoba Railroad) constructed a line between Watertown and Huron, traversing the southeast corner of Clark County in a diagonal orientation. Prior to the railroad's arrival, Willow Lake was a small settlement along the shore of Willow Lake, approximately one mile to the north of the present-day town. Railroad construction began around 1887 but it bypassed the existing community and plotted a town just south of the lake. Realizing that a railroad town nearby would overwhelm and extinguish the small settlement, the existing community transplanted and constructed buildings in the newly laid out railroad town ("Seventy-Fifth Anniversary"). The town was aligned with the existing grid system, rather than to the diagonally aligned railroad right-of-way. East-west streets were numbered while north-south streets were named primarily for United States presidents. Like other T-towns, the original portion of the town was platted only on the north side of the railroad and the main commercial corridor, named Garfield Street, terminated at the railroad depot (Brock & Company 1929).

Little information is available about the history and development of Vienna. It was incorporated in 1886, presumably after the Milwaukee began construction in 1881; however, the town is generally oriented towards the Great Northern right-of-way, which was established in 1888. The commercial center is along Main Street in the original town subdivision, which is skewed 45 degrees from the surrounding development and is parallel to the Great Northern railway. The majority of the town surrounding this commercial corridor is oriented to the overall grid of the county, resulting in numerous triangular lots where the original town plot meets the rest of the additions. It is the most complex of the town plans in Clark County (Brock & Company 1929).

As a result of this intense railroad construction activity, the majority of Clark County towns were established or incorporated by 1890. The rural areas were steadily growing as the transportation network increased and allowed farmers to export productions. The farmers of Clark County entered the Great Dakota Boom slowly as they recovered from grasshopper plagues, debt and credit issues, and slow technological advances. During the beginning of the 1880s, much needed rainfall helped settlers gain a modest return on their investments. Farm machinery evolved and institutions supporting the agricultural industry sprang up. The State College of Agriculture and Mechanical Arts (now South Dakota State University) was founded in 1881, the first Territorial Fair was held in 1885, and the Farmer's Alliance, an agricultural political organization, gained support in the mid- to late 1880s. The boom, however, would be short lived (Brooks and Jacon 1994:16-17).

THE GREAT DAKOTA BUST (1887-1900)

The rain that boosted agricultural production in the early 1880s became unreliable into the late 1880s and a series of droughts strained farming operations throughout the state. Up to that time, most South Dakota farms were producing primarily wheat, but overproduction of the crop caused prices to steadily drop over the coming decade. Farms had to diversify in order to reduce their dependence on a singular commodity. This included growing corn and alfalfa and introducing dairying and livestock raising. Despite earning statehood in 1888, worsening climate conditions and the Panic of 1893 hit the area of South Dakota between the James and Missouri rivers especially hard in the early 1890s. According to the *Homesteading and Agricultural Development Context*, this area was the most recently settled and thus experienced the greatest population loss as a result of these hardships (Brooks and Jacon 1994:19). Between 1890 and 1900, the population of Clark grew only 3.2

percent, which is miniscule compared to the nearly six-thousand percent jump the decade before (Historical Census Browser).

The success of the railroad companies also fell sharply during this time. Climate and economic hardships discouraged big expansion campaigns and most construction during this period was done by smaller branch companies eager to capture some of the traffic from the major railways. In Clark County, this was seen in the expansion of the Great Northern. Not only did growth stagnate, the corporate makeup of the railroad industry changed. Hufstetler and Bedeau explain,

The Panic of 1893 had caused the financial ruin of many of America's major railways; by 1895 one-quarter of the nation's railway capitalization was in bankruptcy. This provided acquisition opportunities for those established capitalists who had weathered the panic. By 1900 the vast majority of American railroads were controlled by a few large corporate interests, working through interlocking directorates and well-known financiers such as J.P. Morgan. The two dominant companies in South Dakota were no exception. The Milwaukee came under the ownership of William Rockefeller and Henry Flagler, two of the nine trustees of the Standard Oil Trust. The North Western had long been connected with the Vanderbilt corporate empire, based on the powerful New York Central Railroad, and came firmly under the control of the Vanderbilts during the 1890s. (Hufstetler and Bedeau 2007:17)

Weather conditions finally improved in the late 1890s and by the turn of the twentieth century, the area east of the Missouri River was fully settled. Brooks and Jacon note that the average farm in 1890 was 227 acres and by 1900 grew to 362 acres. Farmers who held out during the bust acquired and developed the land abandoned by others and successful farms further diversified their production and improved their irrigation measures (1994:20).

EARLY TWENTIETH-CENTURY GROWTH AND DECLINE

The climate and economic conditions of South Dakota generally stabilized by the turn of the twentieth century and the state entered what is referred to as the Second Dakota Boom (1902-1915). This boom primarily characterizes the agricultural, ranching, and railroad boom west of the Missouri River in the area known as the Black Hills. New land in western South Dakota became available to white settlers after the federal government negotiated and established reservation lands in the 1890s and 1900s. Experimental farming techniques were introduced and promoted to encourage production of the more arid regions of land. Railroad companies who had begun to extend lines into the west before the late-nineteenth-century bust resumed operations (Brooks and Jacon 1994:20).

Since it was in the best interest of the railroads to encourage and improve the agricultural industry throughout the state, railroad companies developed programs to market agriculture and educate farmers. "Railroads across the country employed combinations of . . . techniques in their efforts to educate the rural population: free or reduced fares for farmers and agricultural experts; informational literature; traveling exhibit cars or static displays at community fairs; contexts and prizes; demonstrating farms; and special trains" (Brooks and Jacon

1994:22). This collaboration between the railroad and agricultural education community began in South Dakota in 1905, and peaked in 1913-1915 (22).

East of the Missouri River, agricultural activity resumed and some modest railroad construction occurred. The Minneapolis and St. Louis Railroad was the last railway to arrive in Clark County. Construction began in 1906 and ran east-west along the northern part of the county, connecting the towns of Crocker and Bradley (Hufstetler and Bedeau 2007:75). The railroad construction and the beneficial climate conditions helped to increase the population of Clark County. Within the first ten years of the twentieth century, Clark County saw a population growth of 57 percent, to 10,901 persons in the 1910 census (Historical Census Browser).

A severe drought in 1910-1911 once again affected South Dakota. Many settlers who had just begun in the arid western regions of the state left, and those who stayed continued to adapt with diversified products, crop rotation, and dairying (Brooks and Jacon 1994:23-24). Again, agricultural education organizations disseminated information to encourage people to stay, offering new and alternative farming techniques to help with the severe climate conditions. A series of state and federal aid laws were introduced in the mid-1910s, but their success was limited (24-25). It was the country's involvement in World War I that pulled the state into a brief period of success. The war greatly increased food demand and production boomed during the late 1910s. Beef exports increased 126 percent, pork 207 percent, and wheat 418 percent. To meet demands created by this war economy, farmers required more land and as a result, land prices rose sharply (25). The railroads also boomed. Increased demand for transportation led to substantial profits for railroad companies, even amidst new federal regulations to control service and competition among rail lines (Hufstetler and Bedeau 2007:21).

Unfortunately, when World War I ended and the agricultural industry in Europe became self-sufficient, farm prices plummeted and the country entered a significant farming depression, which extended to the rail lines that serviced this industry. The federal rural aid program that started in 1917 had failed and by 1924, South Dakota held "the highest per-capita state debt in the nation" (Brooks and Jacon 1994:26). The credit obligations and the investments made by farmers to meet wartime demands—land purchases, machinery investments—could not be met and many banks foreclosed mortgages. Smaller farms were absorbed by larger farms and farm tenancy grew. The population of Clark County grew by only 2.2 in the 1910s, reaching its all-time peak of 11,136 persons by the 1920 census. The population began its steady decline thereafter, a downward trend that would continue to present day.

Despite this depression, several farms grew in size and expanded into areas that were previously determined substandard for cultivation. This expansion was due primarily to the introduction of the tractor and the combine, machines that made it possible for farmers to more efficiently move through and cultivate fields. The shorter harvest period "created the need for more storage and distribution facilities such as grain elevators and railroad cars," and "the high cost of the combine led operators to plant a variety of crops so the machine was useful over a range of harvest times" (Brooks and Jacon 1994:27). This increased mechanization resulted in a larger number of acres farmed by fewer, larger farms.

The agricultural industry continued to suffer through the 1930s and the Great Depression. Drought, dust storms, grasshopper plagues, and severe winters, together with the severe economic conditions, left South Dakota with a major loss in revenue and a big drop in population. In the 1930s, nearly 19 percent of the

population of Clark County left (Historical Census Browser). South Dakota experienced a 7 percent drop—the greatest percentage in the nation—and many who remained in the region relocated to urban areas (Brooks and Jacon 1994:27). The first federal aid programs targeting rural agricultural areas began in 1933 with the Agricultural Adjustment Act and Farm Credit Act. Their purposes were to gradually control and increase farm prices and establish a credit program to stabilize the industry. Several other acts were passed in the 1930s to establish conservation programs and to rehabilitate and resettle farms on marginally productive lands (28). One boost to the agricultural industry was the Rural Electrification Administration, established in 1935. Towns and cities had already been electrified, but it remained out of reach for the rural populations. Though slow to take off in South Dakota, the number of farms with electricity grew from 4 percent in 1939 to 69 percent by 1950 (29).

The railroad industry also suffered greatly during this time. The popularity and proliferation of the automobile industry, beginning in the 1920s, changed the future of the rail industry. Lower production meant less need for freight transport and the new trucking industry allowed farmers to transport their own goods across short distances. Furthermore, as rural populations declined and personal automobiles became affordable, there was less demand for passenger service. This trend would extend through the twentieth century, even as the agricultural industry regained strength (Hufstetler and Bedeau 2007:22).

The aid programs proved successful and by 1940, farm prices were up and the profits made by farmers were reinvested into new and increasingly efficient equipment. The electrification and mechanization of farms, however, “changed the face of South Dakota forever. Gone were many small operations unable to purchase increasingly expensive equipment and the additional land needed for efficient operation of the machinery. More products could be produced and shipped in a shorter time, reducing the demand for farm labor and allowing farmers to operate on larger tracts of land” (Brooks and Jacon 1994:29). The number of farms decreased from 101,224 in 1915 to 68,705 by 1945, a 30-percent drop (Hufstetler and Bedeau 2007:22).

MID-TWENTIETH CENTURY TO TODAY

South Dakota farms and railroad companies once again experienced the boom of wartime economy with high demands for food production during World War II and the Korean War; and, as it did before, South Dakota subsequently went through a similar bust after wartime demands waned and agricultural prices dropped. This unpredictable industry continued to widen the gap between small and large farms. “Faced with increasing operating costs and competition from operators who were farming ever larger tracts of land with increasingly efficient machines, many smaller farmers left the business” (Brooks and Jacon 1994:29). The number of South Dakota farms continuously declined from 1935 to the late nineteenth century while the average size of farms continued to grow (30). Population was relatively steady between 1910 and 1930, but dropped 18.8 percent by 1940, to 8,955 (Historical Census Browser).

As farms were consolidating, so too were the railroads. Technological advances after World War II, particularly the transition from steam to diesel locomotives, allowed railroads to operate more efficiently. This new system required less maintenance, less fuel, and allowed trains to travel farther between stops. This improved efficiency allowed companies to remove now-outdated or underused infrastructure, including coaling towers

and water tanks, and to consolidate roundhouses and service facilities. Additionally, many small-town stations and depots were closed as passenger and freight demands shrank. The railway telegraph became a thing of the past with the increased use of the telephone and radio. A shrinking rural population and the closure of rural stations meant the permanent demise of many of the small railroad towns (Hufstetler and Bedeau 2007:23).

With shrinking demand, the railroads' branch lines became unprofitable. Hundreds of miles of track were abandoned and removed beginning in the 1960s. The Minneapolis and St. Louis Railroad, which was the last to arrive in Clark County, was the first to close. It was absorbed by the North Western, which abandoned most of the former Minneapolis and St. Louis lines by the 1980s (Hufstetler and Bedeau 2007:23). The Milwaukee, one of the state's largest rail lines, entered bankruptcy for the third time in 1977 and proposed abandoning all its rail in South Dakota. "By 1980, 60% of South Dakota's rail mileage had been abandoned, gravely reducing transportation options for the state's struggling communities" (24). In order to maintain a basic rail network, the state established the South Dakota Rail Authority in 1980, which purchased 1254 miles of track and rail facilities primarily from the Milwaukee. Several small private railroads were established and operated shortlines on former Milwaukee, North Western, and Great Northern tracks, with relatively low operating costs. By 1985, the North Western also planned to abandon most of its main South Dakota Line, but an investor group purchased the line and continued limited operations as the Dakota, Minnesota and Eastern Railroad (24). By 1985, the only line operating in Clark County was the Burlington Northern Railroad, which owned the former Great Northern line in the southeastern part of the county, running through Vienna and Willow Lake. The three other railroads were no longer active and the majority of the infrastructure, including the tracks, had been removed (USGS 1985).

The population of Clark County during this time reflected the changes throughout the state. Though in constant decline, the rate at which people left the county slowed and sped accordingly. The 1930s saw a population decline of nearly 19 percent. World War II helped to stabilize the economy and the population of Clark County dropped in the 1940s by only 6.5 percent. As railroading declined, and as farms became fewer but larger, the population of Clark County continued to decline. By 1960 it had dropped almost 15 percent to 8,369 and by 1970 it dropped another 22.7 percent to 5,515 people. The rate of decline slowed slightly to 11.3 and 10 percent by 1980 and 1990, respectively, but continued to fall through the turn of the twentieth century (Forstall 1995). The 2010 census counted 3,691 people, almost half what the population was after the Great Dakota Boom.

SURVEY RESULTS

A total of 18 resources were previously listed or determined eligible for listing in the National Register of Historic Places prior to the start of this survey. The reconnaissance survey revisited ten resources previously determined eligible for or listed in the National Register that had been recorded more than five years prior to the reconnaissance survey. The following list includes all listed and eligible properties and the results of the survey. Those revisited during this survey are identified with bold text (refer to Appendix A for a map and photographs of those that were resurveyed):

- **CK00000001 – Governor SH Elrod House (NR listed).** The resource continues to retain integrity for the National Register.
- CK00000002 – Garden City Opera House (NR listed). This resource could not be identified in the field. Following the survey it was confirmed that the building is still extant.
- CK00000003 – Telemarken Lutheran Church (NR listed). This resource was previously surveyed within five years of the Reconnaissance-Level Survey of Clark County.
- **CK00000004 – First Presbyterian Church (formerly NR eligible).** The ca. 1919 church in Raymond was reevaluated as not eligible for the National Register due to the loss of integrity caused by the large alteration to the church entrance.
- **CK00000005 – Clark Elementary School (formerly NR eligible).** The early 20th-century school was reevaluated as not eligible for the National Register as it was demolished and replaced with an early 21st-century building; the 1957 school addition remains and was recorded under CK00000092.
- **CK00000007 – Bradley First Lutheran Church (NR listed).** The resource continues to retain integrity for the National Register.
- **CK00000008 – Bradley First Lutheran Church Cemetery (NR listed).** The resource continues to retain integrity for the National Register.
- **CK00000009 – Southeast Merton School 19 (NR listed).** The resource continues to retain integrity for the National Register.
- **CK00000010 – Clark County Courthouse (NR listed).** The resource continues to retain integrity for the National Register.
- **CK00000011 – Good Hope Lutheran Church (NR listed).** The resource continues to retain integrity for the National Register.
- **CK00000012 – Security State Bank (Post Office of Willow Lake) (NR listed).** The resource continues to retain integrity for the National Register.
- **CK00000038 – Clark Center Lutheran Church (NR listed).** The resource continues to retain integrity for the National Register.
- CK00000039 – Willow Lake Water Tower (NR eligible). This resource was previously surveyed within five years of the Reconnaissance-Level Survey of Clark County.
- CK00000043 – Bridge 13-020-111 (NR eligible). This bridge was not identified in the field during the Reconnaissance-Level Survey of Clark County.
- CK00000055 – Clark Water Tower (NR eligible). This resource was previously surveyed within five years of the Reconnaissance-Level Survey of Clark County.
- CK00000056 – Raymond Water Tower (NR eligible). This resource was previously surveyed within five years of the Reconnaissance-Level Survey of Clark County.
- CK00000057 – Willow Lake Water Tower (NR eligible). This resource was previously surveyed within five years of the Reconnaissance-Level Survey of Clark County.
- CK00000091 – Raymond Bank (NR eligible). This resource was previously surveyed within five years of the Reconnaissance-Level Survey of Clark County.

A total of 24 resources were newly identified as potentially eligible for the National Register of Historic Places. They retain sufficient integrity of location, feeling, association, setting, materials, workmanship, and/or design in order to be considered potentially eligible for the National Register. The majority of the resources are dwellings and barns that possess distinct architectural details and represent the best example of a particular

type or style of building in the county. These resources would likely be eligible for the National Register under Criterion C. The commercial, religious, and governmental buildings would likely be evaluated under Criterion C as well as under Criterion A for the roll they played during the settlement and growth of their respective cities and townships. Please note that the reconnaissance survey was conducted from the public right-of-way and additional research and photographs will be necessary to pursue National Register listing.

Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
BRADLEY		
CK00000067	308 3 rd St.	308 3 rd Street
CK00000068	403 3 rd St.	403 3 rd Street
CLARK		
CK00000070	Catch a Falling Star	125 1 st Ave.
CK00000071	Heather's Bistro & More	121-123 1 st Ave.
CK00000073	225 Commercial Ave.	225 Commercial Ave.
CK00000074	311 S. Smith St.	311 S. Smith St.
CK00000075	201 2 nd Ave.	201 2 nd Ave.
CK00000079	201 N. Dakota St.	201 N. Dakota St.
CK00000080	706 S. Smith St.	706 S. Smith St.
CROCKER		
CK00000087	Crocker Grain Elevator	Thomas St.
GARDEN CITY		
CK00000076	310 Grover St.	310 Grover St.
RAYMOND		
CK00000085	Raymond Gazette	Flower St.
VIENNA		
CK00000082	SD 212 and Clark Ave.	SD Highway 212 and Clark Ave.
CK00000083	SD 212	SD Highway 212
WILLOW LAKE		
CK00000062	United Church of Christ	2 nd and Lincoln Ave
CK00000063	Willow Lake Depot	Garfield Ave and RR
CK00000064	House	407 Garfield Ave
ASH TOWNSHIP (115N57W)		
CK00000060	Masonry Farmhouse	416 th Ave. and 164 th St.

Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
COLLINS TOWNSHIP (113N57W)		
CK00000022	Reiner Symens Barn	Co. Road 38
DARLINGTON TOWNSHIP (115N57W)		
CK00000069	Town Hall	442 nd St.
GARFIELD TOWNSHIP (117N58W)		
CK00000033	Marlin Fjelland Barn	Co. Road 2
CK00000077	Garfield Town Hall	420 th Ave. and 167 th St.
ROSEDALE TOWNSHIP (113N58W)		
CK00000024	J. Owen Birkholtz Barn	Co. Road 35
CK00000027	Peterson Barn	SD Highway 28

CONCLUSION AND RECOMMENDATIONS

As a result of the reconnaissance survey of Clark County, JMT recommends one topic for further research. JMT's surveyors identified five abandoned, former town hall or school buildings throughout Clark County. They retain varying degrees of integrity, but all shared similar physical characteristics. The SD SHPO may benefit from a historic context specifically for rural governmental and educational buildings. The context should include registration requirements to help identify and evaluate the structures for eligibility to the National Register of Historic Places.

The following table includes properties that warrant additional fieldwork in order to evaluate their eligibility to the National Register. The Garden City Opera House (CK00000002) is listed in the National Register but its location could not be verified while in the field. The remaining properties have not been evaluated for National Register eligibility either because the resource could not be located in the field or because the buildings could not be sufficiently seen from the public right-of-way in order to make an accurate recommendation.

Properties Requiring Additional Fieldwork		
SHPO ID No.	Resource Name	Resource Location
GARDEN CITY		
CK00000002	Garden City Opera House	Railroad Ave. north of Main St.

Properties Requiring Additional Fieldwork		
SHPO ID No.	Resource Name	Resource Location
ELROD TOWNSHIP (116N56W)		
CK00000015	Raymond Biberdorf Barn	SD Highway 212
CK00000016	David Johnson Barn	SD Highway 25
FOXTON TOWNSHIP (115N56W)		
CK006000001-11	Farmstead	180 th St. east of 431 st Ave.
GARFIELD TOWNSHIP (117N58W)		
CK00000034	Todd Fjelland Barn	Co. Road 2
MERTON TOWNSHIP (115N57W)		
CK00000029	David Reff Barn	Co. Road 46
WOODLAND TOWNSHIP (118N58W)		
CK00000035	Gary Hagstrom Barn	Co. Road 2

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2015 “Clark County, South Dakota,” *State and County QuickFacts*. Online at <http://quickfacts.census.gov/qfd/states/46/46025.html>, accessed February 24, 2016.

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1958a *Millbank, South Dakota*. U.S. Geological Survey Historical Topographic Map Collection, scale 1:250,000.

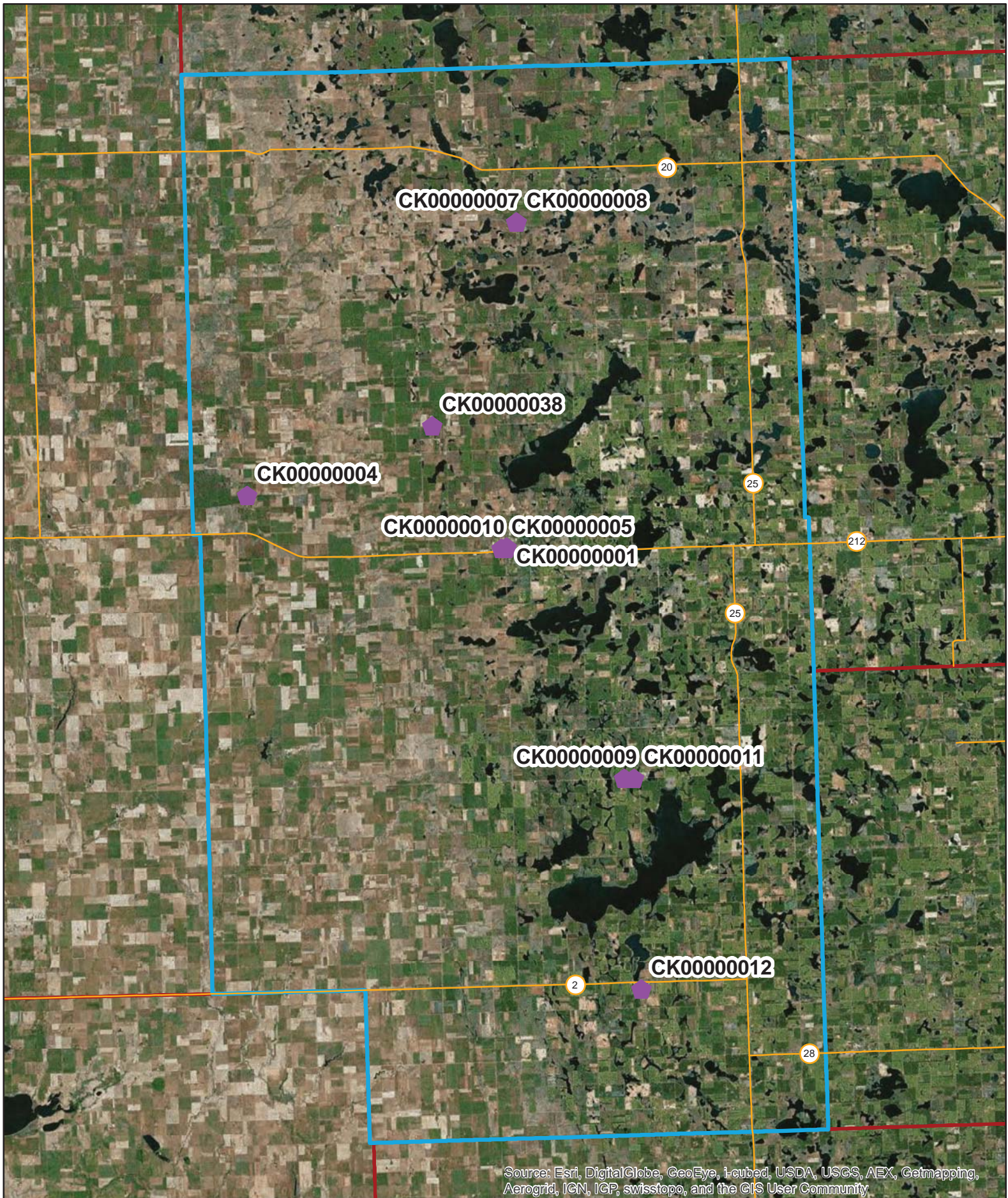
1958b *Watertown, South Dakota*. U.S. Geological Survey Historical Topographic Map Collection, scale 1:250,000.

1985 *Watertown, South Dakota*. U.S. Geological Survey Historical Topographic Map Collection, scale 1:250,000.

APPENDIX A – PREVIOUSLY DETERMINED ELIGIBLE

Resources previously determined eligible for, or listed in, the National Register of Historic Places, last surveyed five or more years before the Reconnaissance-Level Survey of Clark County.

Resources Previously Evaluated for the National Register of Historic Places			
SHPO ID No.	Resource Name	Listing Status	Location
CK00000001	Governor SH Elrod House	NR listed	301 N. Commercial St., Clark
CK00000004	First Presbyterian Church	Recommended no longer NR eligible	409 N. Flower St., Raymond
CK00000005	Clark Elementary School	Recommended no longer NR eligible	200 2 nd Ave. NW, Clark
CK00000007	Bradley First Lutheran Church	NR listed	3 mi. SW of Bradley (118N-57W-5)
CK00000008	Bradley First Lutheran Church Cemetery	NR listed	3 mi. SW of Bradley (118N-57W-5)
CK00000009	Southeast Merton School 19	NR listed	8 mi. N of Willow Lake (115N-57W-23)
CK00000010	Clark County Courthouse	NR listed	200 N. Commercial St., Clark
CK00000011	Good Hope Lutheran Church	NR listed	Route 1, near Vienna (115N-57W-23)
CK00000012	Security State Bank (Post Office of Willow Lake)	NR listed	Garfield St., Willow Lake
CK00000038	Clark Center Lutheran Church	NR listed	168 th St., near Clark (117N-58W-10)





CK00000001 – Governor SH Elrod House



CK00000004 – First Presbyterian Church



CK00000005 – Clark Elementary School



CK00000007 – Bradley First Lutheran Church



CK00000008 – Bradley First Lutheran Church Cemetery



CK00000009 – Southeast Merton School 19



CK00000010 – Clark County Courthouse



CK00000011 – Good Hope Lutheran Church



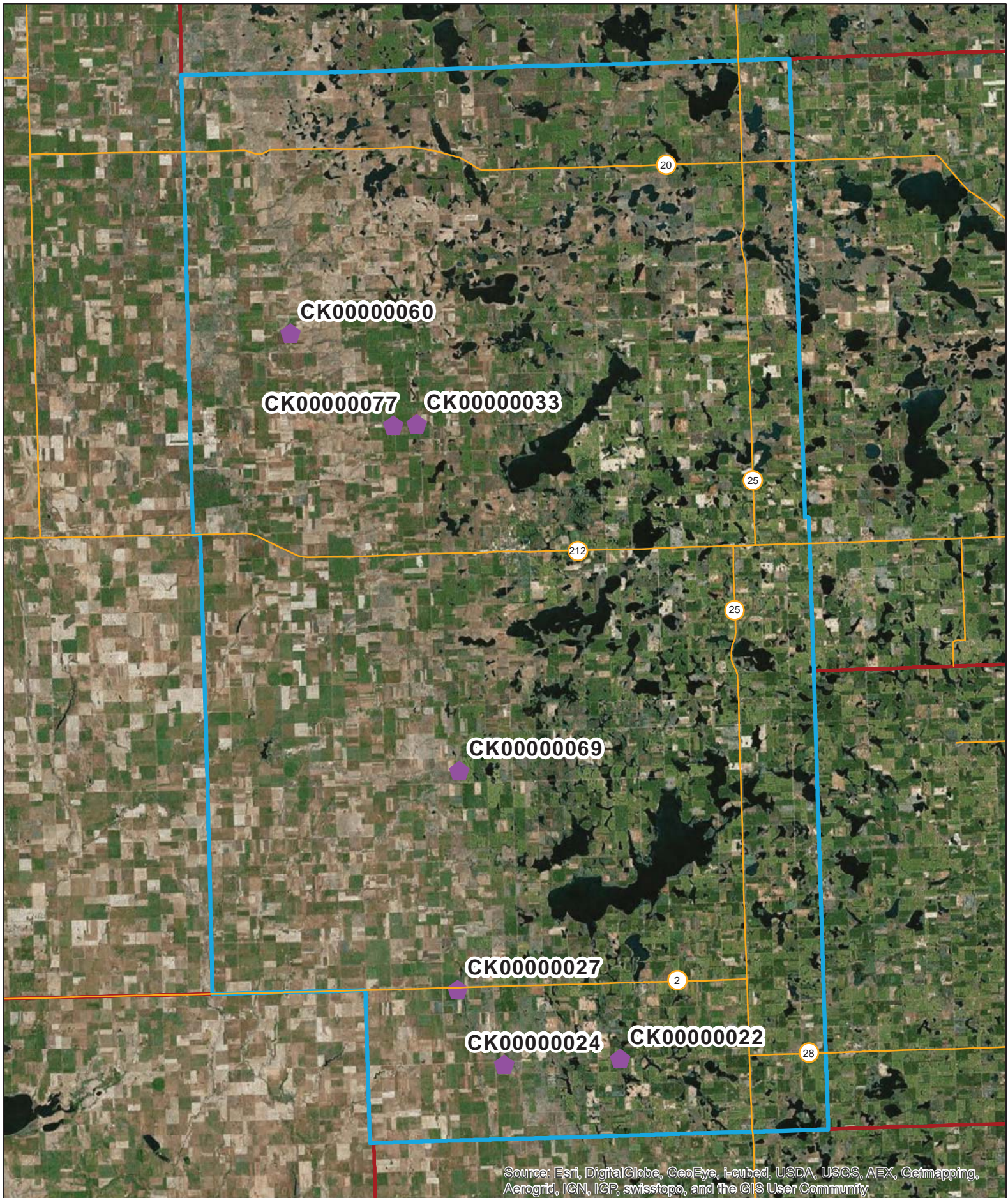
CK00000012 – Security State Bank (Post Office of Willow Lake)



CK00000038 – Clark Center Lutheran Church

APPENDIX B – INDIVIDUALLY ELIGIBLE RURAL PROPERTIES

Rural Properties Individually Recommended Eligible for the National Register			
SHPO ID No.	Resource Name	Resource Location	Township, Range, Section
ASH TOWNSHIP			
CK00000060	Masonry Farmhouse	416 th Ave. and 164 th St.	115N 57W 26
COLLINS TOWNSHIP			
CK00000022	Reiner Symens Barn	Co. Road 38	113N 57W 15
DARLINGTON TOWNSHIP			
CK00000069	Town Hall	442 nd St.	115N 57W 22
GARFIELD TOWNSHIP			
CK00000033	Marlin Fjelland Barn	Co. Road 2	117N 58W 9
CK00000077	Garfield Town Hall	420 th Ave. and 167 th St.	117N 58W 8
ROSEDALE TOWNSHIP			
CK00000024	J. Owen Birkholtz Barn	Co. Road 35	113N 58W 24
CK00000027	Peterson Barn	SD Highway 28	113N 58W 3



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Reconnaissance-Level
Architectural Survey
Clark County, South Dakota

**Appendix B:
Individually Eligible
Rural Properties**

Clark County South Dakota
0 1.75 3.5 7 Miles





CK00000060 – Masonry Farmhouse (Ash Township)



CK00000060 – Masonry Farmhouse (Ash Township)



CK00000022 - Reiner Symens Barn (Collins Township)



CK00000069 – Town Hall (Darlington Township)



CK00000069 – Town Hall (Darlington Township)



CK00000069 – Town Hall (Darlington Township)



CK00000033 – Marlin Fjelland Barn (Garfield Township)



CK00000077 – Garfield Town Hall (Garfield Township)



CK00000077 – Garfield Town Hall (Garfield Township)



CK00000077 – Garfield Town Hall (Garfield Township)



CK00000024 – J. Owen Birkholtz Barn (Rosedale Township)



CK00000027 – Peterson Barn (Rosedale Township)

APPENDIX C – INDIVIDUALLY ELIGIBLE TOWN AND CITY PROPERTIES

BRADLEY

Bradley Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
CK00000067	308 3 rd St.	308 3 rd Street
CK00000068	403 3 rd St.	403 3 rd Street





CK00000067 – 308 3rd Street



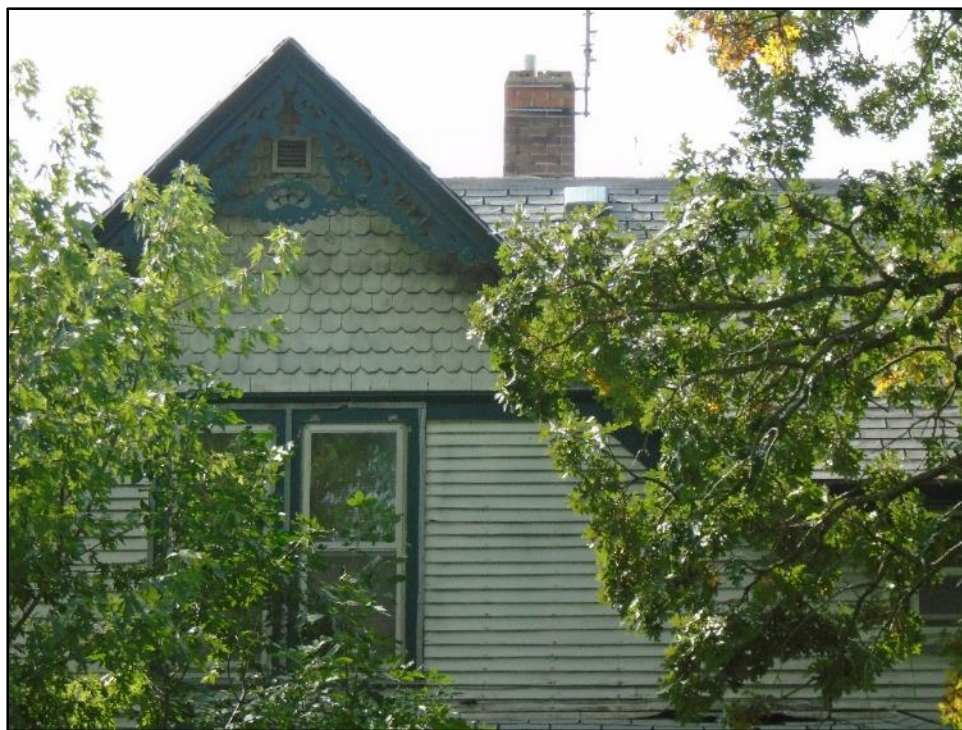
CK00000067 – 308 3rd Street



CK00000068 – 403 3rd Street



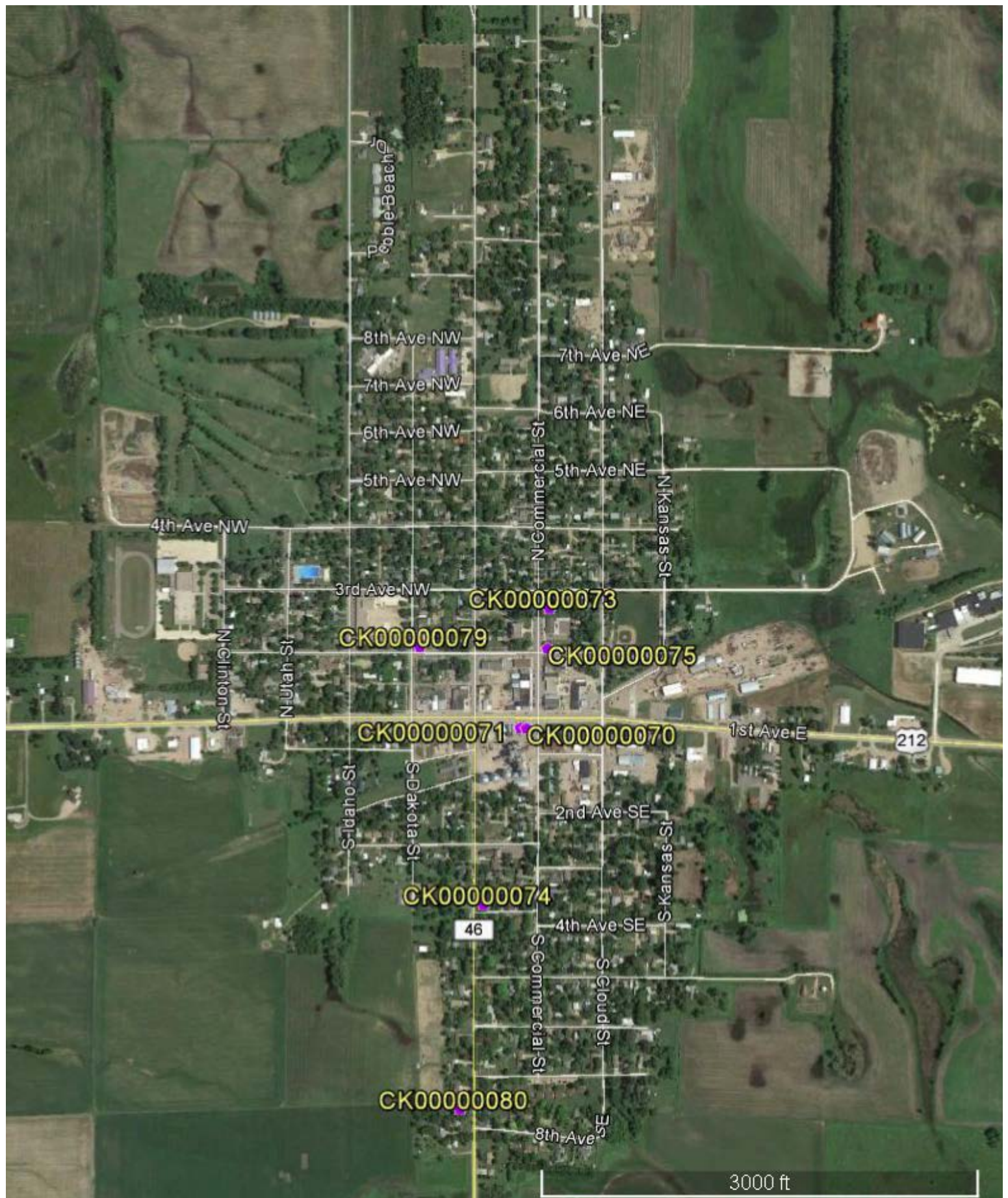
CK00000068 – 403 3rd Street



CK00000068 – 403 3rd Street

CLARK

Clark Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
CK00000070	Catch a Falling Star	125 1 st Ave.
CK00000071	Heather's Bistro & More	121-123 1 st Ave.
CK00000073	225 Commercial Ave.	225 Commercial Ave.
CK00000074	311 S. Smith St.	311 S. Smith St.
CK00000075	201 2nd Ave.	201 2 nd Ave.
CK00000079	201 N. Dakota St.	201 N. Dakota St
CK00000080	706 S. Smith St.	706 S. Smith St.





CK00000070 (left) – Catch a Falling Star



CK00000070 – Catch a Falling Star



CK00000070 (right) – Catch a Falling Star



CK00000071 – Heather's Bistro & More



CK00000071 (left) – Heather's Bistro & More



CK00000073 – 225 Commercial Ave.



CK00000073 – 225 Commercial Ave.



CK00000073 – 225 Commercial Ave.



CK00000074 – 311 S. Smith St.



CK00000074 – 311 S. Smith St.



CK00000075 – 201 2nd Ave.



CK00000075 – 201 2nd Ave.



CK00000075 – 201 2nd Ave.



CK00000079 – 220 1st Ave.



CK00000079 – 201 N. Dakota St.



CK00000079 – 201 N. Dakota St.



CK00000080 – 706 S. Smith St.



CK00000080 – 706 S. Smith St.



CK00000080 – 706 S. Smith St.

CROCKER

Crocker Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
CK00000087	Crocker Grain Elevator	Thomas St.





CK00000087 – Crocker Grain Elevator



CK00000087 – Crocker Grain Elevator



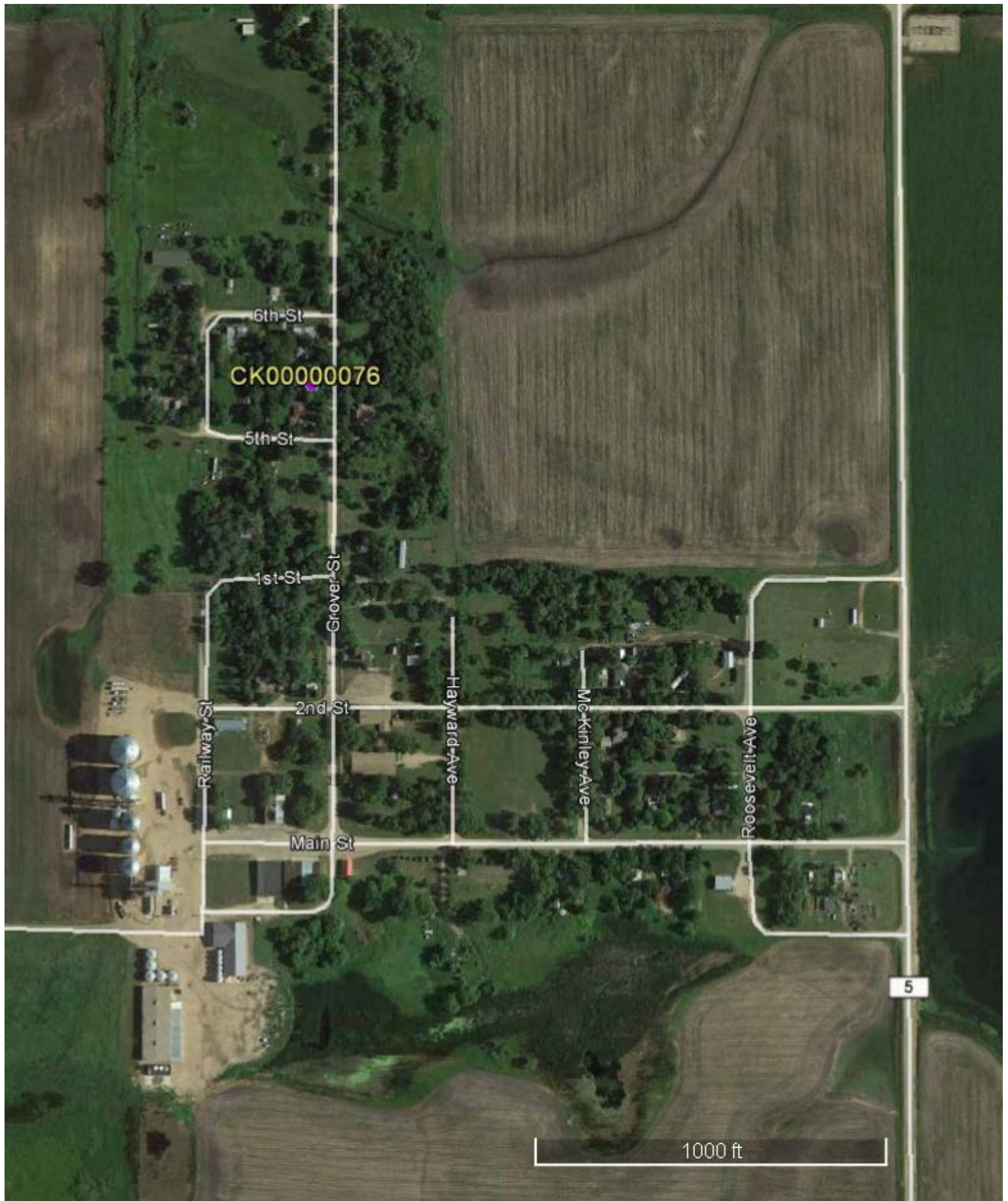
CK00000087 – Crocker Grain Elevator



CK00000087 – Crocker Grain Elevator

GARDEN CITY

Garden City Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
CK00000076	310 Grover St.	310 Grover St.





CK00000076 – 310 Grover St.



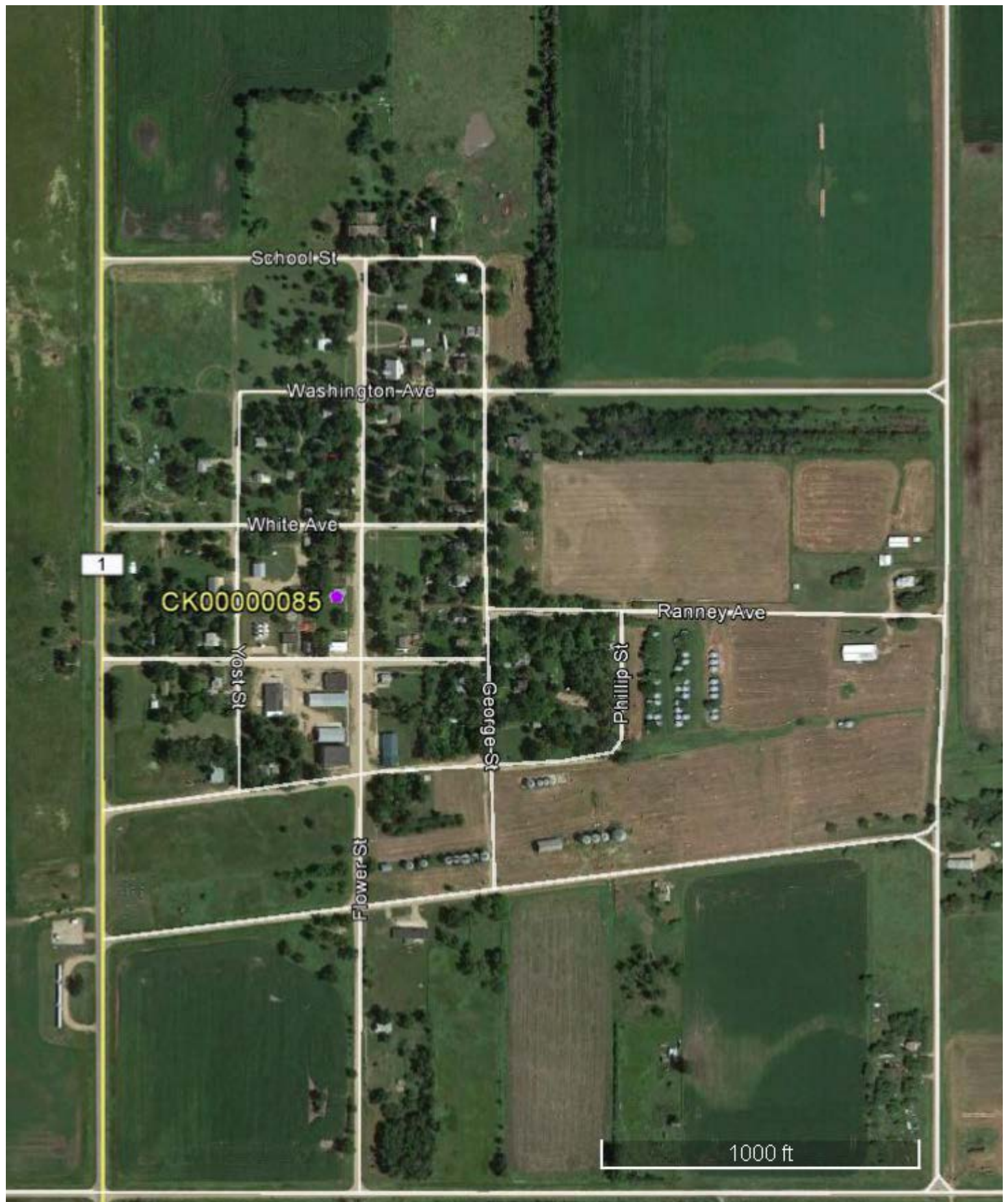
CK00000076 – 310 Grover St.



CK00000076 – 310 Grover St.

RAYMOND

Raymond Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
CK00000085	Raymond Gazette	Flower St.





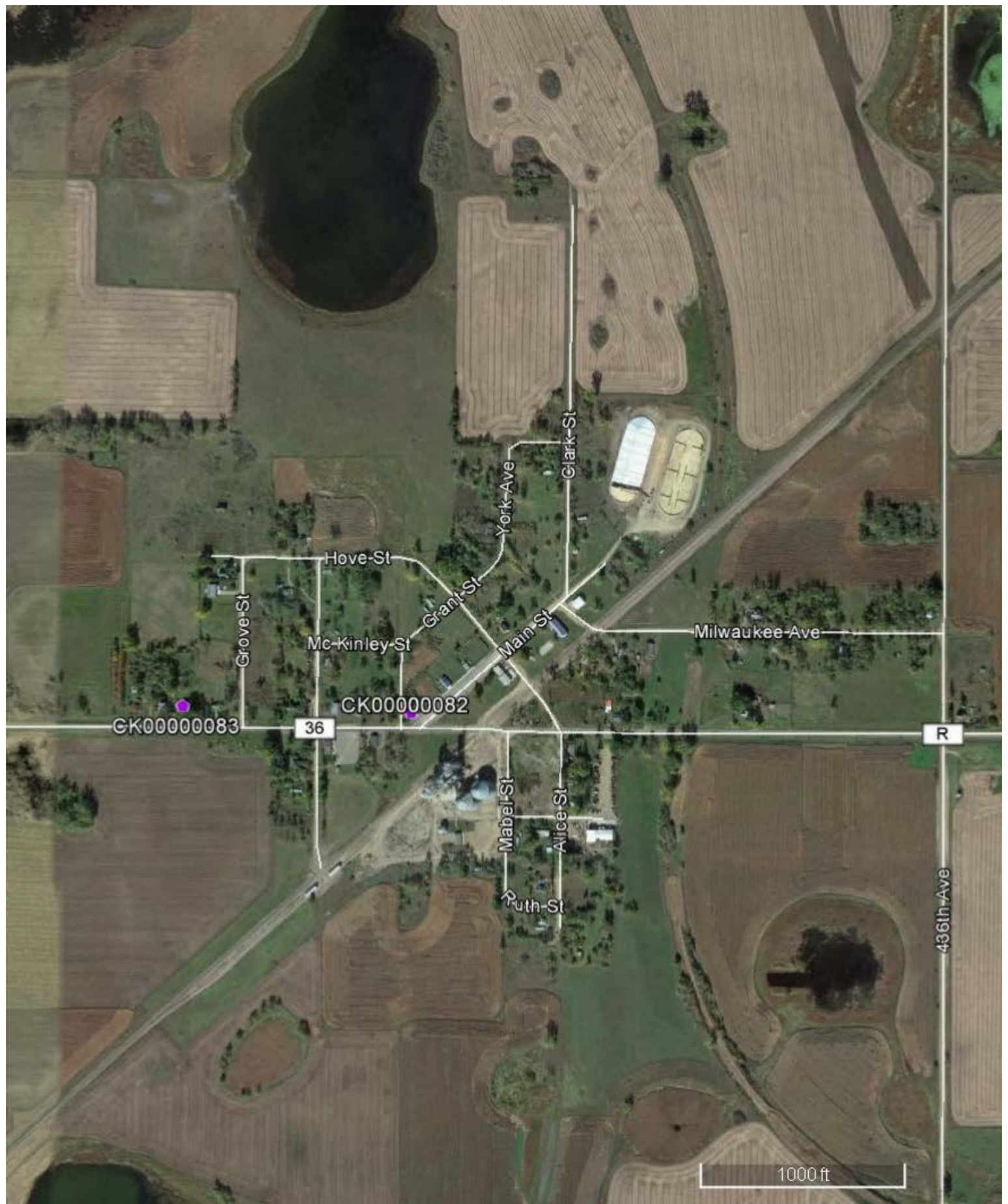
CK00000085 – Raymond Gazette



CK00000085 – Raymond Gazette

VIENNA

Vienna Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
CK00000082	SD 212 and Clark Ave.	SD Highway 212 and Clark Ave.
CK00000083	SD 212	SD Highway 212





CK00000082 – SD 212 and Clark Ave.



CK00000082 – SD 212 and Clark Ave.



CK00000082 – SD 212 and Clark Ave.



CK00000083 – SD 212



CK00000083 – SD 212



CK00000083 – SD 212

WILLOW LAKE

Willow Lake Properties Newly Recommended Eligible for the National Register		
SHPO ID No.	Resource Name	Resource Location
CK00000062	United Church of Christ	2 nd and Lincoln Ave
CK00000063	Willow Lake Depot	Garfield Ave and RR
CK00000064	House	407 Garfield Ave





CK00000062 – United Church of Christ



CK00000062 – United Church of Christ



CK00000062 – United Church of Christ



CK00000062 – United Church of Christ



CK00000063 – Willow Lake Depot



CK00000063 – Willow Lake Depot



CK00000064 – House



CK00000064 – House



CK00000064 – House